

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: May 11, 2012

Agenda Item: 6A-4

Subject: 2012 STIP Amendment #8

Joint Highway Committee (JHC) Program Recommendations for the DRAFT
FY 2013 – 2018 STIP – New Projects

Background:

Joint Highway Committee program recommendations for inclusion into the
DRAFT FY 2013 – 2018 STIP for the following categories: Small Urban,
Non-Urban (Rural), Bridge Off-System, & State Park Access.

Exhibits:

JHC Program Recommendations Projects List

Commission Action Requested:

Approval to add projects to the FY 2013-2018 Draft STIP

Prepared by: Robert Pelly

Presented by: Bill Lawrence

Reviewed By: Bill Lawrence

Date: 05/01/2012

JHC Program Recommendations Spring 2012

JHC approved 4/27/2012

STP Small Urban

| Region | County | Project Location | Estimate | Year |
|--------|---------|----------------------------------------------------|--------------|------|
| 4 | Iron | South Cedar Interchange* Cedar City | \$ 1,072,616 | 2013 |
| 3 | Wasatch | Daniel Road, Heber City | \$ 1,072,616 | 2014 |
| 4 | Sevier | 100 East Richfield, Phase II | \$ 1,072,616 | 2015 |
| 4 | Carbon | 1900 East: 800 North to Airport Rd Phase I, Price | \$ 1,072,616 | 2015 |
| 2 | Summit | Prospector Avenue, Park City | \$ 1,072,616 | 2016 |
| 4 | Carbon | 1900 East: 800 North to Airport Rd Phase II, Price | \$ 1,072,616 | 2017 |

* (Funds to be used to help complete south interchange phases 2-3. Contingent on coordination with UDOT R-4)

STP Non-Urban

| Region | County | Project Location | Estimate | Year |
|--------|----------|-----------------------------------------------------|--------------|------|
| 1 | Rich | UDOT R-1 Turn Lanes @ SR-89 & 300 W. in Garden City | \$ 700,000 | 2014 |
| 4 | Kane | Alton Road Phase I, Kane County | \$ 2,145,000 | 2016 |
| 4 | San Juan | Hatch Trading Post Road San Juan County | \$ 2,145,000 | 2016 |
| 3 | Daggett | Brown's Park Road Phase IV, Daggett County | \$ 2,145,000 | 2017 |
| 3 | Juab | Old Hwy 91 Phase IV, Juab County | \$ 2,145,000 | 2017 |
| 4 | Garfield | Hole in the Rock Road, Garfield County | \$ 1,287,000 | 2017 |
| 1 | Rich | 300 West: SR-89 to Buttercup Blvd, Garden City | \$ 1,072,616 | 2017 |

Off-System Bridge Program

| Region | County | Project Location | Estimate | Year |
|--------|----------|------------------------------------------------------|--------------|------|
| 3 | Duchesne | Reconstruct (3) Bridges near Tabiona Duchesne County | \$ 3,950,000 | 2014 |
| 1 | Cache | Rehabilitate (3) Bridges Cache County | \$ 750,000 | 2015 |

State Park Access

| Region | County | Project Location | Estimate | Year |
|--------|------------|-----------------------------------------------|--------------|------|
| 4 | Kane | Coral Pink Sand Dunes Access Road Kane Co. | \$ 1,000,000 | 2016 |
| 3 | Wasatch | Wasatch State Park Access Guardrail project | \$ 400,000 | 2017 |
| 3 | Wasatch | Wasatch State Park Access Surfacing, Phase 1 | \$ 1,000,000 | 2017 |
| 4 | Washington | Snow Canyon State Park Access Road Ivins City | \$ 400,000 | 2018 |

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: May 11, 2012

Agenda Item: 6A-5

Subject: 2012 STIP Amendment # 8

Region Three and Region Four Funding Exchange – Funding & Scope
Adjustments

Background:

Region Three would like to exchange Interstate Maintenance (IM) funds for Region Four Transportation Investment Funds (TIF_SB229 funds).

Region Three currently has \$8.0 million of Interstate Maintenance (IM) funds in its Pavement Rehabilitation Program under master PIN 8074.

Region Four currently has \$6.0 million of State TIF_HB229 funds programmed on the I-15; Truck Climbing Lanes MP 31.5 to 34.0 in Washington County (PIN 10782). This project qualifies for and could instead use the IM funding.

Region Four would use the \$8.0 million of IM funds for its project (an addition of \$2.0 million) allowing for an increased scope length, adding the section of I-15 between MP 27.5 and 28.5 to the scope. This will create a continuous truck climbing lane from the Toquerville interchange at Exit 27 to the top of the Black Ridge.

Region Three would add the \$6.0 million of State TIF dollars to an already approved passing lane project on US-40 (US-40 MP 70.1 to MP 100.00 Duchesne Urban Area), currently funded with \$5.0 million of TIF_HB229 funds, which doesn't qualify for the IM funding.

The Long Range Plan estimate for the US-40 Passing Lane project is \$18.0 million. The additional \$6.0 million would increase the project value to \$11.0 million, and also allow for an increased scope length.

Exhibits: None

Commission Action Requested:

Approval for Region Three to exchange funds with Region Four and adjust
project scopes, as detailed above

Prepared by: Robert Pelly
Presented by: Bill Lawrence

Reviewed By: Bill Lawrence
Date: 05/02/2012

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: May 11, 2012

Agenda Item: 6A-6

Subject: 2012 STIP – For Information Only
UDOT's Projects and Program Recommendations for the DRAFT
FY 2013 – 2018 STIP – New Projects

Background:

UDOT's Projects and Program Recommendations for inclusion into the DRAFT FY 2013 – 2018 STIP in the following categories: Chokepoint projects, 2014 & 2015 Major Rehabilitation projects, FY 2014 Rehabilitation Program projects, 2013 Preservation Program projects, FY 2016 Structures projects, and FY 2013 Safety Program projects.

Exhibits:

- UDOT's Projects and Program Recommendations Projects List
- Program Funding Chart

Commission Action Requested:

For Information Only

Prepared by: Robert Pelly
Presented by: Bill Lawrence

Reviewed By: Bill Lawrence
Date: 05/02/2012

Available Transportation Program Funding

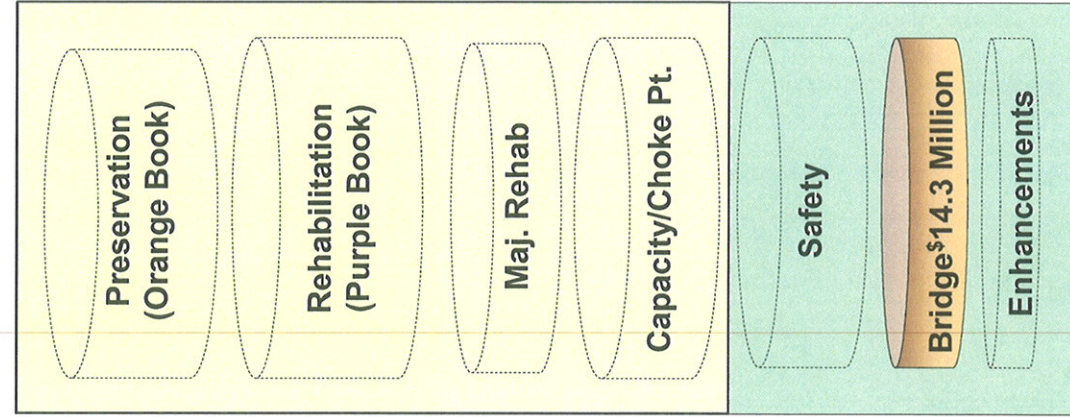
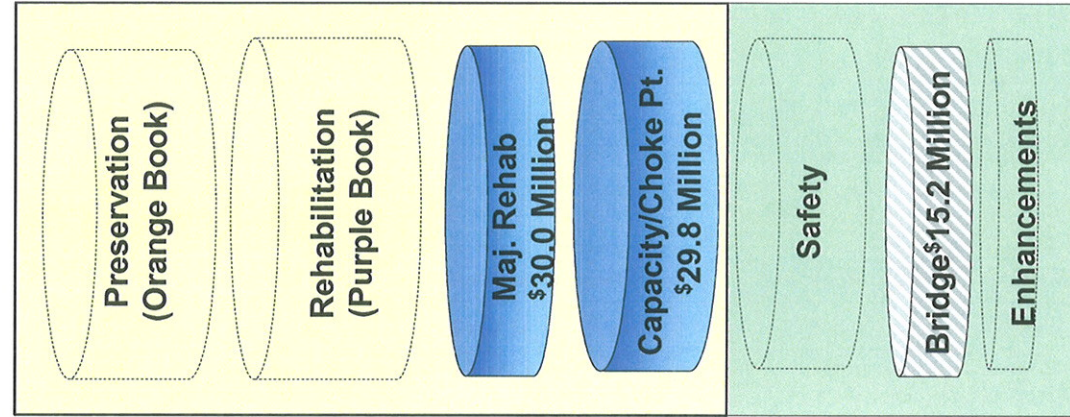
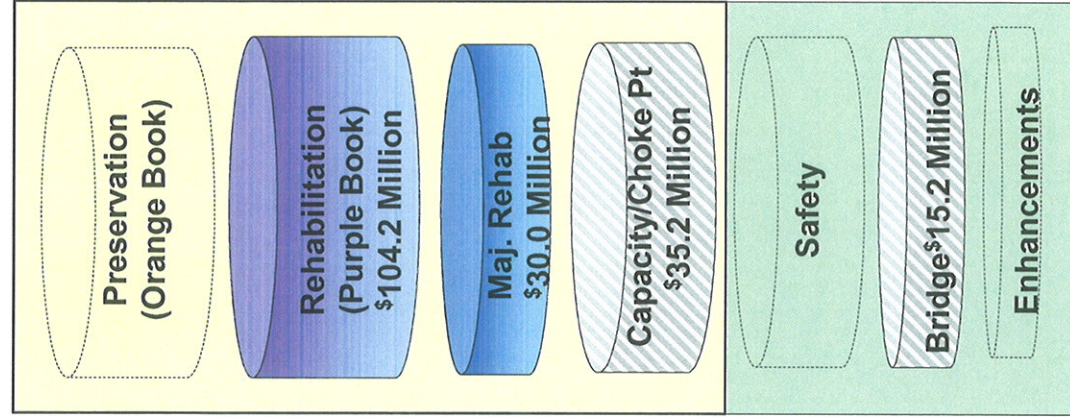
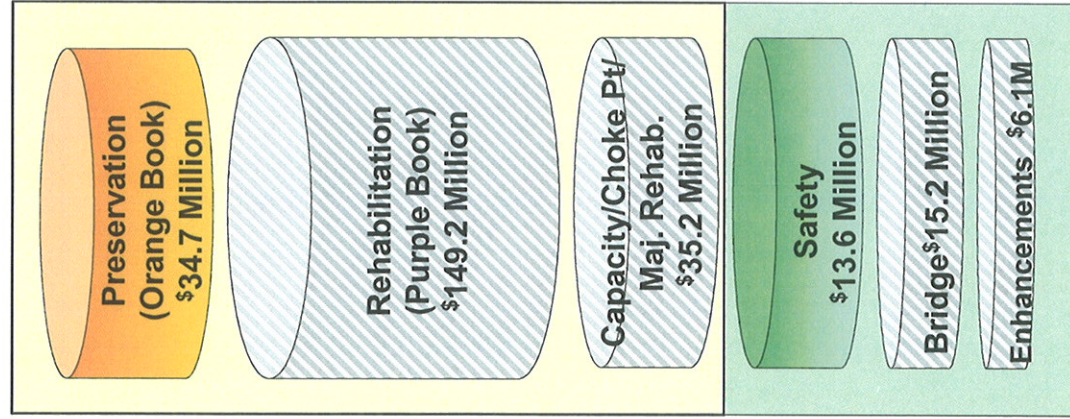


FFY 2013

FFY 2014

FFY 2015

FFY 2016



Other Programs

Pavement Programs

Programmed

Future Programming

Chokepoint Projects for Consideration FY 2015

| Region | County | Route | B MP | E MP | Len | Project Location | Concept | Estimate | Year |
|--------|-----------|--------|-------|-------|-----|-----------------------------------------|---------------------------------------------------|--------------|------|
| 1 | Weber | 89 | 408.3 | 408.7 | 0.4 | US-89; SR-203 Intersection Improvements | Construct Through Lane on US-89 | \$ 5,000,000 | 2015 |
| 2 | Salt Lake | 15 | 303.5 | 305.2 | 1.7 | 2100 South to 3300 South | SB add capacity between 2100 South and 3300 South | \$ 3,000,000 | |
| 3 | Utah | 89&265 | 2.3 | 2.3 | 0.0 | US-89 & SR-265 Intersection | Triple Lefts on State St. to Univ. Pkwy. | \$ 1,500,000 | |
| 2 | Salt Lake | 15 | 289.6 | 290.2 | 0.6 | I-15 Southbound under Bangerter Hwy | Add Lane | \$ 4,500,000 | |
| 2 | Salt Lake | 15 | 289.2 | 289.3 | 0.1 | I-15 Southbound, Ramp to Bangerter Hwy | Add New Ramp Lane | \$ 1,000,000 | |
| 4 | Snapete | 89 | 263.0 | 267.0 | 4.0 | US-89, Ephraim to SR-132, Pigeon Hollow | Passing lanes | \$ 3,500,000 | |
| 4 | Iron | 15 | 56.2 | 57.5 | 1.3 | I-15; South Cedar Interchange | Interchange improvements | \$ 7,750,000 | |

Major Rehab Projects for Consideration for FY 2014 & 2015

| Region | County | Route | B MP | E MP | Len | Project Location | Concept | Estimate | Year |
|--------|-----------|--------|--------|--------|------|-------------------------------|-------------------------|----------|-------------|
| 4 | Beaver | I-15 | 112.30 | 120.67 | 8.37 | I-15; Beaver to Manderfield | Pavement Rehabilitation | \$32.0 | 2014 |
| 1 | Weber | I-84 | 81.04 | 81.49 | 0.44 | I-84; I-15 to PCC (SR-26) | Pavement Rehabilitation | \$4.0 | 2014 |
| 2 | Summitt | I-80 | 148.27 | 154.97 | 6.70 | I-80; Silvercreek to Wanship | Pavement Rehabilitation | \$40.0 | 2014 & 2015 |
| 3 | Utah | US-89 | 333.46 | 334.57 | 1.12 | US-89 (300 S); 700 E to 500 W | Pavement Rehabilitation | \$8.0 | 2014 |
| 3 | Utah | US-89 | 334.57 | 335.59 | 1.02 | US-89 (500 W); 300 S to 800 N | Pavement Rehabilitation | \$4.0 | 2014 |
| 2 | Salt Lake | SR-201 | 6.24 | 10.84 | 4.60 | SR-201; 9200 W to 5600 W | Pavement Rehabilitation | \$18.0 | 2014 & 2015 |

FY 2014 Rehabilitation (Purple Book) Projects - Master PIN 10031 as of 4/11/2012

| Region | County | Route | B MP | Len | PIN | Project Location | Project Location | Estimate | Year |
|--------|------------|-------|---------|--------|-------|--------------------------------------------------|-------------------------------------|--------------|------|
| 1 | Weber | 104 | 0.59 | 1.91 | 9568 | SR-104; I-15 to Wall Ave. | Dowel Bar Retrofit | \$ 3,300,000 | 2014 |
| 1 | Box Elder | 15 | 392.423 | 8.169 | 10697 | I-15; Plymouth to Idaho | Dowel Bar Retrofit and Grinding | \$ 5,200,000 | |
| 1 | Davis | 15 | 331.531 | 3.202 | 10698 | I-15; SR-232 to 200 South | Concrete Grinding and Slab Repair | \$ 2,000,000 | |
| 1 | Cache | 91 | 12.699 | 4.24 | 10699 | US-91; Sherwood Hills to SR-23 | Rotomill 3", 2" HMA, 1" Bonded | \$ 4,000,000 | |
| 1 | Weber | 89 | 416.463 | 0.945 | 10700 | US-89; SR-235 to SR-204 | Rotomill 3", 2" HMA, 1" Bonded | \$ 2,000,000 | |
| 1 | Box Elder | 13 | 5.368 | 1.871 | 10701 | SR-13; I-15 to Bear River | Rotomill 2", 2" HMA, Chip Seal | \$ 3,200,000 | |
| 2 | Salt Lake | 68 | 59.168 | 1.638 | 9436 | SR-68; I-80 to End PCCP | Grind and Repair | \$ 2,380,000 | |
| 2 | Salt Lake | 68 | 57.373 | 2.053 | 9807 | SR-68; 2100 South to California | 4" Mill, 3" Overlay, OGSC | \$ 3,910,000 | |
| 2 | Tooele | 80 | 102.53 | 10.249 | | I-80; End of Asphalt to 6000 West | Grind & Repair | \$ 9,000,000 | |
| 2 | Salt Lake | 186 | 1.91 | 0.74 | | SR-186; North Temple to 400 South | 4" Mill, 3" Overlay, OGSC | \$ 2,250,000 | |
| 3 | Utah | 6 | 197 | 5.06 | 10217 | US-6; MP 197 to MP 202.06 Skyview (Maint. Ch.) | Bituminous Pavement, Rehabilitation | \$ 4,570,000 | |
| 3 | Utah | 189 | 0.66 | 0.494 | 10220 | US-189; End of Asphalt @ MP 0.66 to 900 S Provo | Concrete Grinding | \$ 140,000 | |
| 3 | Utah | 156 | 0 | 1.4 | 9976 | SR-156; Jct. SR-198 300 S Spanish Fork to MP 1.4 | Bituminous Pavement, Rehabilitation | \$ 3,780,000 | |
| 4 | Carbon | 6 | 239.404 | 3.922 | | US-6; West Price to East Price | 3" Mill/Fill | \$ 4,075,000 | |
| 4 | Washington | 9 | 26.817 | 5.845 | | SR-9; Rockville to Zion Nat'l Park | 3" Mill/Fill | \$ 3,200,000 | |
| 4 | Millard | 99 | 0.000 | 4.193 | | SR-99; Fillmore Main Street | 2" Mill/Fill | \$ 2,746,000 | |
| 4 | Emery | 70 | 141.100 | 5.900 | | I-70; MP 141.1 to MP 147 | 3" Mill/Fill | \$ 9,475,225 | |
| 4 | San Juan | 191 | 61.940 | 9.520 | | US-191; Devil's Canyon to Monticello | Lane Level / Overlay | \$ 5,000,000 | |

Proposed FY 2013 Preservation (Orange Book) Projects (Master PIN 10032)

Year

2013

| Region | County | Route | B MP | Len | PIN | Project Location | Concept | Estimate |
|--------|-----------|----------|------------|--------|-------|------------------------------------------------------|------------------------|-----------------|
| 1 | Davis | 89 | 395.79 | 1.31 | 10285 | SR-89: Lagoon to Cherry Hills | Micro-Surface | \$ 1,200,000.00 |
| 1 | Weber | 89 | 408.379 | 3.306 | 9657 | SR-89: SR-203 (Harrison Blvd) to 40th Street | Chip Seal | \$ 1,100,000.00 |
| 1 | Weber | 134 | 11.243 | 1.152 | 10202 | SR-134: SR-126 to SR-89 | Micro-Surface | \$ 450,000.00 |
| 1 | Cache | 89 | 470.551 | 10.345 | 10210 | SR-89: Right Hand Fork to Tony Grove | Chip Seal | \$ 900,000.00 |
| 1 | Weber | 203 | 0 | 6.137 | 10206 | SR-203: SR-89 to SR-39 | Micro-Surface | \$ 1,900,000.00 |
| 1 | Weber | 134 | 0 | 11.243 | 10201 | SR-134: SR-37 to SR-126 | Chip Seal | \$ 1,500,000.00 |
| 1 | Box Elder | 315 | 0.821 | 0.939 | 10380 | SR-315: I-15 to SR-89 | Chip Seal | \$ 300,000.00 |
| 1 | Weber | 39 | 7.713 | 6.079 | 9558 | SR-39: SR-203 to SR-158 | Chip Seal | \$ 1,200,000.00 |
| 1 | Weber | 53 | 1.625 | 0.324 | 10297 | Lincoln to SR-89 | Micro-Surface | \$ 250,000.00 |
| 1 | Weber | 53 | 0 | 0.939 | 10205 | SR-53: I-15 to A Avenue | Micro-Surface | \$ 400,000.00 |
| 2 | Summit | 80 | 143.067 | 2.111 | | I-80: High UTE to Fire Station | 1" Mill/OGSC | \$ 2,900,000.00 |
| 2 | Salt Lake | 215 | 19.506 | 3.272 | | I-215: SR-201 to North Temple | Grind & Spall Repair | \$ 4,500,000.00 |
| 2 | Salt Lake | 171 | 9.43 | 1.301 | 9688 | SR-171 (3300 South); Redwood Rd to 700 West | Micro-Surface | \$ 475,000.00 |
| 2 | Salt Lake | 171 | 8.022 | 1.408 | | SR-171 (3300 South); 3300 South to 400 South | 1" Mill/OGSC | \$ 1,310,000.00 |
| 2 | Salt Lake | 71 | 18.276 | 4.189 | 9687 | SR-71 (700 East); 3300 South to 400 South | 1" Mill/OGSC | \$ 4,400,000.00 |
| 2 | Salt Lake | 89 | 378.552 | 1.329 | | 400 S State to 900 W and 300 W 400 S to North Temple | Micro-Surface | \$ 1,210,000.00 |
| 2 | Tooele | 138 | 12.209 | 12.209 | 8.235 | Sheep lane to SR-36 | Micro-Surface | \$ 1,075,000.00 |
| 2 | Salt Lake | 89 | 374.73 | 3.822 | 10437 | SR-89 (State St); 3000 South to 400 South | 1" Mill/OGSC | \$ 3,700,000.00 |
| 3 | Utah | 6 | 149.9 & 18 | 19.3 | 10074 | US-6: Chip Seal 2 Locations | Chip Seal | \$ 2,080,000.00 |
| 3 | Wasatch | 113 & 40 | 0 & 18.08 | 13.04 | 10077 | Chip Seal 2 Locations in Wasatch Co. | Chip Seal | \$ 1,170,000.00 |
| 3 | Duchesne | 40 | 86.80 | 10.90 | | East City Limits to MP 97.693 | Chip Seal | \$ 860,000.00 |
| 3 | Utah | 189 | 0.00 | 0.66 | | Begin SR-189 @ I-15 NB& SB Ramps | Rotomill OGSC & BWC | \$ 540,000.00 |
| 3 | Duchesne | 121 | 34.43 | 5.86 | | SR-121: MP 34.43 to Jct. US-40 & US-191 | Chip Seal | \$ 580,000.00 |
| 3 | Utah | 75 & 198 | 0 & 3.34 | 7.98 | 10078 | Micro surface 2 Locations Springville & Payson | Micro Surface | \$ 1,150,000.00 |
| 3 | Utah | 40 | 145.87 & 1 | 21.74 | | Chip Seal 3 Locations in Uintah Co. | Chip Seal | \$ 2,060,000.00 |
| 3 | Utah | 40 | 115.21 & 1 | 26.25 | | Chip Seal 2 Locations in Uintah Co. | Chip Seal | \$ 2,690,000.00 |
| 3 | Utah | 198 & 11 | 11.17 & 12 | 6.839 | | Chip Seal 4 Locations in Utah Co. | Chip Seal | \$ 620,000.00 |
| 3 | Utah | 89 | 334.57 & 2 | 2.38 | | BWC 2 Locations in Utah Co. | Rotomill OGSC & BWC | \$ 1,550,000.00 |
| 3 | Juab | 132 | 19.94 | 5.65 | | MP 20.00 to MP 25.59 | Chip Seal | \$ 540,000.00 |
| 4 | Various | 70 | Various | N/A | | I-70: Rest Areas on I-70 | Chip Seal | \$ 750,000.00 |
| 4 | Millard | 15 | 173.26 | 5.93 | | I-15: South to North Holden | Micro-Surfacing | \$ 1,325,000.00 |
| 4 | Iron | 15 | 82.56 | 11.893 | | I-15: Paragonah to SR-20 | Micro-Surfacing | \$ 2,425,000.00 |
| 4 | Iron | 15 | 94.453 | 3.627 | | I-15: SR-20 to Fremont Wash | Micro-Surfacing | \$ 1,050,000.00 |
| 4 | Sevier | 70 | 17.737 | 31.213 | | I-70: Belknap Interchange to Sigurd | Concrete Perseveration | \$ 1,807,500.00 |
| 4 | Sevier | 70 | 56.73 | 6.6 | | I-70: Salina to Gooseberry | Chip Seal/LL | \$ 1,650,000.00 |
| 4 | Carbon | 6 | 228.225 | 2.895 | | US-6: MP 228 to Utah RR Overpass | Chip Seal/LL | \$ 1,025,000.00 |
| 4 | Grand | 191 | 129.957 | 6.773 | | US-6: SR-279 to Seven Mile Wash | Chip Seal/LL | \$ 1,280,000.00 |
| 4 | Kanab | 89 | 37.81 | 8.23 | | US-89: Buckskin Gulch to MP 46 | Chip Seal/LL | \$ 980,000.00 |
| 4 | Carbon | 6 | 243.326 | 3.474 | | US-6: East Price to Wellington | Chip Seal/LL | \$ 910,000.00 |
| 4 | Iron | 56 | 55.458 | 4.569 | | SR-56: Iron Springs to Airport Road | Chip Seal/LL or Micro | \$ 800,000.00 |

Proposed FY 2016 Structures List

| Region | County | Route | B MP | Len | PIN | Project Location | Concept | Estimate | Year |
|--------|-----------|-------|-------|-----|-----|-------------------------------------------------------|-----------------------|--------------|----------------------|
| 2 | Salt Lake | 186 | | | | SR-186, Parley's Way WB | Deck Replacement | \$ 4,000,000 | 2016 |
| 2 | Salt Lake | 186 | | | | SR-186 (Foothill Blvd) over I-215 - 3C-423 | Deck Replacement | \$ 4,000,000 | 2016 |
| 2 | Salt Lake | 80 | | | | I-80 Ramp to I-215 SB - 3F-53 | Scope being Developed | TBD | 2016 |
| 2 | Salt Lake | 270 | | | | SR-270 EB, 900 South Connector over 200 West & West 1 | Bridge Rehab | \$ 1,500,000 | 2016 |
| 3 | Utah | 265 | 3.96 | | | Structure 2F-261, SR-265, EB West of University Ave | Rehabilitation | \$ 750,000 | 2016 |
| 3 | Utah | 265 | 3.96 | | | Structure 4F-261, SR-265, WB West of University Ave | Rehabilitation | \$ 750,000 | 2016 |
| 2 | Salt Lake | 89 | | | | SR-89 Ramp Bridge to I-15 NB - 1D-672 | Bridge Replacement | TBD | CD For FY 2017 |
| 3 | Utah | 6 | 177.9 | | | Structure C-679; Moark Jct Over R/R | Rehabilitation | \$ 3,000,000 | CD For FY 2017 |
| 3 | Utah | 121 | 24.4 | | | Structure D-801; Over White Rocks Canal | Replacement | \$ 900,000 | FY2012 - Design Only |

Proposed FY 2013 Safety Projects List

| Region | County | Route | B MP | Len | PIN | Project Location | Concept | Estimate | Year |
|-----------|------------|---------|---------|---------|-------|------------------------------------------|-------------------------------------------------------------------------------------------|--------------|------|
| 2 | Salt Lake | 111 | 3.50 | 2.00 | 10560 | SR-111 (MP 3.5-5.5) | Widen Shoulders with HMA and UTBC | \$ 450,000 | 2013 |
| 2 | Summit | 266 | Various | Various | 9612 | SR-266, SR-152 & US-40 Various Locations | Installation of median cable barrier | \$ 1,500,000 | 2013 |
| 2 | Salt Lake | 89 & 71 | Various | | 10561 | US-89 and SR-71 | Construct Median Islands | \$ 350,000 | 2013 |
| 4 | Washington | 17 | 3.95 | 0.12 | 10566 | SR-17 (MP 3.95 - 4.07) | Construct replacement of Texas Turndowns, relocate guardrail, add signing and delineation | \$ 100,000 | 2013 |
| 4 | Kane | 89 | 73.00 | 5.00 | 9606 | US-89 (MP 73 - 82) | Guardrail and Barrier | \$ 450,000 | 2013 |
| 4 | Various | | Various | Various | 10567 | Region 4 Rumble Strips Various Locations | Rumble strips at various locations - Phase 2 | \$ 400,000 | 2013 |
| 4 | Sanpete | 116 | 0.40 | 0.01 | 10571 | SR-116 at Race Track Ln (MP 0.4) | Construct EB right turn decel lane and WB left turn decel lane at Race Track Road | \$ 360,000 | 2013 |
| 4 | Sanpete | 28 | 5.49 | 0.01 | 10568 | SR-28 (MP 5.45) at Fayette Rd. | Construct NB left turn decel lane and SB right turn decel lane | \$ 40,000 | 2013 |
| 4 | Washington | 59 | 11.00 | 7.00 | 9607 | SR-59 (MP 11 - 18) | Flatten shoulders and improve side slopes | \$ 50,000 | 2013 |
| 4 | San Juan | 163 | 0.00 | 42.00 | 9608 | US-163 (MP 0 - 42) | Construction of signing and marking improvements (signs, delineation, etc) | \$ 50,000 | 2013 |
| Statewide | Various | Various | | | 10573 | Statewide: Crash Data Analysis | Crash Data Analysis | \$ 500,000 | 2013 |
| Statewide | Various | Various | | | 10572 | Statewide: 10% Flex Safety Campaign | 10% Flex Safety Campaign | \$ 1,100,000 | 2013 |

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: May 11, 2012

Agenda Item: 6 A-7

Subject: 2012 Statewide Transportation Improvement Program – Amendment # 8
SR-14; Landslide Emergency Repair – Funding Adjustment

Background:

Region Four requests approval to add an additional \$1,500,000 to the SR-14 Landslide Repair project (PIN 10398) to repair an unexpected slope failure that occurred after construction of the MP 7.5 slide was completed.

This project is currently funded at \$14,027,547 using a combination of Emergency Relief (ER) funding, Federal STP funding and State funds.

This additional \$1.5M will allow the team to consider alternatives to complete the unanticipated repair at the MP 7.5 Slide. This location was recently constructed and an additional surface slide has developed on the face of the finished project. This funding will allow UDOT to work closely with the CMGC contractor and Geotechnical experts to develop a solution to this unexpected event.

UDOT has applied for additional ER and Public Lands discretionary funding and is currently seeking approval of these requests from FHWA. If this funding isn't approved the Region will fund this request using STP Pavement Preservation funds from the 2012 and 2013 program.

Exhibits: None

Commission Action Requested:

Approval to add an additional \$1,500,000 of Emergency Relief Funding, Public Lands Discretionary Funding or Region 4 Pavement Preservation Program Funding as detailed above.

Prepared by: Rick Torgerson
Presented by: Bill Lawrence

Reviewed By: Bill Lawrence
Date: 05/08/2012

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: May 11, 2012

Agenda Item #: 6B

Agenda Item Title: Aeronautics' Capital Improvement Program (CIP) – Amendment #3

Presented by: TBD

Background:

Last month the Division of Aeronautics presented three projects to the Commission for review. *Aeronautics' Capital Improvement Program (CIP) – Amendment #3* contains new projects which are being added to the FY 2012 Program.

The Division of Aeronautics requests approval of Amendment #3.

Exhibits/Handouts: FY 2012 CIP Amendment #3

Audio/Visual: None

Commission Action Requested:

☐ For Information/Review Only

☒ For Commission Approval

Motion Needed for Approval: Approval of CIP Amendment #3

Fact sheet prepared by: Kirk Nielsen

Fact sheet reviewed by senior leader: Ahmad Jaber

Date submitted: 4/26/12

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: May 11, 2012

Agenda Item: 7A

Subject: R907-068(R940-6) Prioritization of New Transportation Capacity Projects

Background:

Utah Code Section 72-1-304

(Enacted by Senate Bill 25, 2005 General Session)

- Directs the Commission, in consultation with the Department and the Metropolitan Planning Organizations in the State, to issue rules that establish a prioritization process for new transportation projects that meet the Department's strategic goals.

Rule R907-68. Prioritization of New Transportation Capacity Projects

Written to fulfill the directive given by State Code 72-1-304. Enacted 6/1/2006, Notice of Continuation 12/2/2010.

Department's Strategic Goals (Direction):

| <u>New</u> | <u>Old</u> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• Preserve Infrastructure• Optimize Mobility• Improve Safety• Strengthen Economy | <ul style="list-style-type: none">• Take Care of What We Have• Make the System Work Better• Improve Safety• Increase Capacity |

The purpose of this rule change is to bring the rule into alignment with the Department's new strategic direction by changing "capacity" to "mobility". Other changes include renumbering it, to place it in title R940, Transportation Commission, Administration, as well as other technical and stylistic corrections.

Title from R907; Transportation, Administration
To R940, moves it to: Transportation Commission, Administration

Exhibits: Administrative Rule R907-068 (R940-6)

Commission Action Requested:

Approve amendments to rule and approve submission of rule for public comment

Prepared by: Bill Lawrence
Presented by: Bill Lawrence

Reviewed By: Bill Lawrence
Date: 05/02/2012

R9[07]40. Transportation Commission, Administration.

R9[07-68]40-6. Prioritization of New Transportation Capacity Projects.

R9[07-68]40-6-1. Definitions.

(1) "ADT" means [A]average [D]daily [T]traffic, which is the volume of traffic on a road, annualized to a daily average.

(2) "Capacity" means the maximum hourly rate at which vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.

(3) "Commission" means the Transportation Commission, which is created in [~~Utah Code Ann.~~]Section 72-1-301.

(4) "Economic Development" may include such things as employment growth, employment retention, retail sales, tourism growth, freight movements, tax base increase, and traveler or user cost savings in relation to construction costs.

(5) "Functional Classification" means the description of the road as one of the following:

- (a) Rural Interstate;
- (b) Rural Other Principal Arterial;
- (c) Rural Minor Arterial;
- (d) Rural Major Collector;
- (e) Urban Interstate;
- (f) Urban Other Freeway and Expressway;
- (g) Urban Other Principal Arterial;
- (h) Urban Minor Arterial; or
- (i) Urban Collector[+].

(6) "Major New Capacity Project" means a transportation project that costs more than \$5,000,000 and accomplishes any of the following:

- (a) Add new roads and interchanges;
- (b) Add new lanes; or
- (c) Modify existing interchange(s) for capacity or economic development purpose.

(7) "Mobility" means the movement of people and goods.

(8) "MPO" as used in this section means metropolitan planning organization as defined in [~~Utah Code Ann.~~]Section 72-1-208.5.

([8]9) "Safety" means an analysis of the current safety conditions of a transportation facility. It includes an analysis of crash rates and crash severity.

([9]10) "Strategic Goals" means the Utah Department of Transportation [S]strategic [G]goals.

(1[0]1) "Strategic Initiatives" means the implementation strategies the [D]department will use to achieve the [S]strategic [G]goals[+].

(1[1]2) "Transportation Efficiency" is the roadway attributes such as ADT, [T]truck ADT, [V]volume to [C]capacity [R]ratio, roadway [F]functional [C]classification, and [T]transportation [G]growth.

(1[2]3) "Transportation Growth" means the projected percentage of average annual increase in ADT.

(1[3]4) "Truck ADT" means the ADT of truck traffic on a

road, annualized to a daily average.

(1[4]5) "Volume to Capacity Ratio" means the ratio of hourly volume of traffic to capacity for a transportation facility (measure of congestion).

R9[07-68]40-6-2. Authority and Purpose.

~~[Utah Code Ann.]~~Section 72-1-304, as enacted by Senate Bill 25, 2005 General Session, directs the [C]commission, in consultation with the [D]department and the [M]metropolitan [P]planning [O]organizations in the [S]state, to ~~[issue]~~make rules that establish a prioritization process for new transportation projects that meet the [D]department's strategic goals. This rule fulfills that directive.

R9[07-68]40-6-3. Application of Strategic Initiatives to Projects.

The [D]department will use the [S]strategic [G]goals to guide the process:

(1) The [D]department will first seek to preserve current infrastructure and to optimize the ~~[capacity of]~~mobility provided by the existing highway infrastructure before applying funds to increase ~~[capacity]~~mobility by adding new lanes.

(2) The [D]department will address means to improve the ~~[capacity of]~~mobility provided by the existing system through technology like intelligent transportation systems, access management, transportation demand management, and others.

(3) The [D]department will assess safety through projects addressed in paragraph (1) and (2) above. The [D]department will also target specific highway locations for safety improvements.

(4) Adding new capacity projects will be recommended after considering items in paragraph (1), (2) and (3).

(5) All recommendations will be forwarded to the Transportation Commission for its review/action.

R9[07-68]40-6-4. Prioritization of Major New Capacity Projects List.

(1) Major [N]new [C]capacity [P]projects will be compiled from the State of Utah Long Range Transportation Plan.

(2) The list will be first prioritized based upon [T]transportation [E]efficiency [F]factors, and [S]safety [F]factors. Each criterion of these factors will be given a specific weight.

(3) The [M]major [N]new [C]capacity [P]projects will be ranked from highest to lowest with priority being assigned to the projects with highest overall rankings.

(4) The [C]commission will further evaluate the projects with highest rankings considering contributing components that include other factors such as [E]economic [D]development.

(5) For each [M]major [N]new [C]capacity [P]project, the [D]department will provide a description of how completing that project will fulfill the [D]department's strategic goals.

(6) In the final selection process, the [C]commission may consider other factors not listed above. Its decision will be

made in a public meeting forum.

R9[07-68]40-6-5. Commission Discretion.

The [E]commission, in consultation with the department and with MPOs, may establish additional criteria or use other considerations in prioritizing [M]major [N]new [E]capacity [P]projects. If the [E]commission prioritizes a project over another project that has a higher rank under the criteria set forth in R9[07-68]40-6-4, the [E]commission shall identify the change and the reasons for it, and accept public comment at one of the public hearings held pursuant to R9[07-68]40-6-7.

R9[07-68]40-6-6. Need for Local Government Participation for Interchanges.

New interchanges for [E]economic [D]development purposes on existing roads will not be included on the [M]major [N]new [E]capacity [P]project list unless the local government with geographical jurisdiction over the interchange location contributes at least 50% of the cost of the interchange from private, local, or other non-UDOT, funds.

R9[07-68]40-6-7. Public Hearings.

Before deciding the final prioritization list and funding levels, the [E]commission shall hold public hearings at locations around the state to accept public comments on the prioritization process and on the merits of the projects.

KEY: transportation commission, transportation, roads, capacity

Date of Enactment or Last Substantive Amendment: June 1, 2006

Notice of Continuation: December 2, 2010

Authorizing, and Implemented or Interpreted Law: 72-1-201; 72-1-304

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Commission Meeting Date: May 11, 2012

Agenda Item: 7B

Subject: R-926-6 Transportation Corridor Preservation Revolving Loan Fund

Background:

During the 2012 General Session, the legislature adopted SB 14, Transportation Corridor Preservation Revolving Loan Fund (Fund), sponsored by Sen. Knudson. The bill renames the Fund the “Marda Dillree Corridor Preservation Fund” in honor of former Rep. Dillree’s effort to create the Fund and promote corridor preservation.

The proposed rule makes changes to recognize the Fund’s new name and make other technical changes, including formal designation of the rule as a commission rule rather than a UDOT rule.

Exhibits:

Proposed rule

Commission Action Requested:

Approve amendments to rule and approve submission of rule for public comment

Prepared by: Linda Hull

Presented by: Linda Hull

Date: May 3, 2012

R9[26]40. Transportation Commission, [Program Development]Administration.

R9[26-6]40-7. [Transportation]Marda Dillree Corridor Preservation [Revolving Loan-]Fund.

R9[26-6]40-7-1. Purpose and Authority.

(1) [~~Utah Code Ann.~~]Sections 72-2-117([7]6)([e]f) and [~~Utah Code Ann. Section~~]72-2-117([10]9)(a) authorize[s] the Utah Transportation Commission to establish this rule. The purpose of this rule is to establish procedures for:

(a) the Utah Department of Transportation to apply for fund mon[ies]ey;

(b) the Utah Transportation Commission to award fund mon[ies]ey; [and]

(c) repayment conditions; and

(d) [~~establishing~~]creating a corridor preservation advisory council[~~-committee~~].

R9[26-6]40-7-2. Definitions.

(1) "Commission" means the Utah Transportation Commission.

(2) "UDOT" means the Utah Department of Transportation.

(3) "Council" means the Utah Transportation Corridor Preservation Advisory [~~Committee~~]Council.

(4) "Corridor" means a strip of land between two termini within which traffic, topography, environment and other characteristics are evaluated for transportation purposes.

(5) "Fund" means the [~~Transportation~~]Marda Dillree Corridor Preservation [~~Revolving Loan~~]Fund.

R9[26-6]40-7-3. Utah Transportation Corridor Preservation Advisory Council.

(1) UDOT shall establish a council [~~committee~~]to provide recommendations and priorities concerning the use of fund mon[ies]ey to the commission and assist in prioritizing requests for funding. The council [~~committee~~]shall be chaired by the Director of Right-of-Way. Additional [~~committee~~]council members shall be two [E]commission members selected by the [E]chair[man] of the [E]commission, one designated member from each of the [M]metropolitan [P]planning [O]organizations in the [S]state, any additional members appointed by the [E]commission or designated by the [E]council, and representatives with relevant technical expertise or experience.

R9[26-6]40-7-4. Council Responsibilities.

The council shall receive and review all requests for mon[ies]ey from the fund and shall prioritize such requests based upon Subsections 72-2-117([7]6)(a) and (b). Priority shall be given to cost-effective preservation projects which maximize cost savings for future transportation right of way acquisitions.

R9[26-6]40-7-5. UDOT Responsibilities.

(1) In addition to the specified statutory considerations, UDOT may also:

(a) review requests and determine if sufficient studies have

been completed in a corridor to:

- (i) identify environmentally sensitive areas;
 - (ii) determine feasible alignments;
 - (iii) determine cost-effectiveness of the project; and
 - (iv) allow for adequate public involvement.
- (b) forward [E]council recommendations to the [E]commission and request approval for funding specific corridors;
- (c) acquire real property or any interest in real property necessary for corridor preservation in corridors authorized by the [E]commission;
- (d) manage mon[ies]ey of the fund; and
- (e) administer repayment contracts with counties and municipalities.

R9[26-6]40-7-6. Procedure for the Awarding of Fund Mon[ies]ey.

Requests for mon[ies]ey shall be directed to the [E]council for review and prioritization based upon R9[26-6]40-7-4. The results of the evaluation of requests shall be forwarded to the [E]commission. The [E]commission shall review the recommendations of the [E]council as well as any other pertinent factors and approve, adjust, or reject the recommended expenditures in accordance with Section 72-2-117([4]3)(a). In no event shall fund mon[ies]ey be used or made available for relocation assistance.

R9[26-6]40-7-7. Repayment Conditions.

The [E]commission may determine a loan repayment schedule. All corridor preservation loans shall be paid back according to the approved loan repayment schedule or the earlier of when the remainder of the right of way has been acquired, or when the project has been advertised for construction. If the commission determines an alignment for a transportation project is not feasible and property for the alignment was purchased under this program, the property shall be disposed of in accordance with Section 72-5-111. All loan repayments together with rents, lease proceeds, profits, and mon[ies]ey resulting from the sale of excess properties shall be returned to the fund.

KEY: [transportation,—][transportation]Marda Dillree corridor preservation [revolving loan]fund, transportation planning, right of way

Date of Enactment or Last Substantive Amendment: April 21, 2011

Notice of Continuation: November 1, 2011

Authorizing, and Implemented or Interpreted Law: 72-2-117([7]6)([e]f); 72-2-117([10]9)(a)